

**ALASKA INDUSTRY COUNCIL MEETING
MINUTES
April 9, 2008**

The Alaska Industry Council met at the Alaska DOT/PF Building on April 9, 2008 at 8:00 a.m.

The following agenda items were presented:

Introductions	Round Table
Opening Remarks	Wes Mooty
Technical Update	Wes Mooty
Operational Update	Jim Hill
AIC Update	Tom George
Navigation Services Update	JoAnn Ford
Flight Standards Safety Initiatives in Alaska	David Karalunas
Information Sharing	All
Industry Feedback (Round Table)	All

Opening Remarks – Wes Mooty

Wes Mooty opened and chaired the meeting. Wes announced that the SBS/WSA office had held its program review for WAM. The meeting went well and the program office was able to set the schedule. JNU WAM should be up and running for data collection in Nov of 2008. Tom George asked if TIS-B would be available and Wes replied that TIS-B will be available under the national contract. It will be re-broadcast to UAT, but not until fall of 2010, and only if all schedules are met.

www.faa.gov/capstone (For March Industry Council Presentation)

SBS Technical Update – Wes Mooty

There has not been a lot of change for SV 6 and 13. Reindeer is a State site. It looks into Broad Pass and Windy Pass. The FAA Technical team expects to have at least one of the sites in SV 11 or 13 up and running by September of 08. Data will come down to aircraft & go back to John Hopkins for OFM. The FAA does not anticipate an air traffic requirement.

Service Volume 6 (ANC-FAI) and 13 (OTZ) for FY08

- **Engineering started for 4 GBT's**

- Anchorage - Complete
- Fairbanks – 95% Complete
- Reindeer Hill – 25% Complete
- Kotzebue – 50% Complete

SV 11&13 - All the sites listed for 11 and 13 are expected by the fall of 09. Site surveys will be conducted this summer. Newton Peak and Moses Point replaced Cape Darby. The two sites get better coverage and are less expensive.

Service Volume 11 (OME) and 13 (OTZ) for FY09

– Site Selection for 7 GBTs

- Newton Peak – SV11
- Moses Point – SV11
- Shishmaref – SV11
- Savoonga – SV11
- Point Hope – SV13
- Kivalina – SV13
- Selawik – SV13

Automated Weather Operations System (AWOS) – The top 5 on the list are operational and providing data. They are new systems and are scheduled for national commissioning this fall.

Commissioning in FY08

- Teller
- Wales
- Chevak
- Kiana
- Shungnak

The following list will be operational in 09.

- **Installing in FY08 - FY09**
 - Brevig Mission
 - White Mountain
 - Shaktoolik
 - Noorvik
 - Galena
 - Barter Island
- **Installing in FY09**
 - Elim

The military will walk away from Galena in September 08. That leaves an 8 month gap in services. The FAA is working on an agreement to take over and maintain the existing equipment at the site, but it is unknown whether or not the current equipment is military or federal. The FAA is not equipped to maintain most military systems.

There will be no gap at Barter Island. At this point the FAA is still trying to get something in writing from the military on Barter Island stating that they will not decommission the NDB until the new T routes are in place and/or another solution is offered. Tom George suggested the FAA check and see if weather is even up and running at this point in time for Barter Island. Wes stated that the FAA does not know the exact condition of the site, but will be doing a site survey. Elim installation will be in 09 and 6 other sites will be online by 2010.

Juneau Wide Area Multilateration (WAM) – All sites are beyond 50% complete for leasing. The contract proposal is expected by the end of April.

- System Architecture completed
 - Site selections finalized – In CWP
 - Site Engineering and Design – 50%
 - Contract Proposal in process
- **Communications (RCO) Projects** – The first two are expected by next September. Meetings are going on right now to discuss projects.
 - **Installation FY08 – FY09**
 - Brevig Mission
 - White Mountain
 - **Installation FY09 – FY10**
 - Larsen Bay

Operational Update – Wes Mooty

RNAV LPV approaches are due to be published by the fall for the following list of airports, however, the last four will not be published at that time in order to avoid having to NOTAM them out until they can be brought online.

- Shaktoolik
- Kasigluk
- Napakiak
- Quinhagak
- Kwethluk

This is partly due to the differences in the former Capstone Program and SBS Program's planning procedures. The AIC plan also plays into this, in that the AIC plan has AWOS going to SV areas. The fix is to have them ready to go, but not published in order to avoid re-publishing costs. JoAnn Ford offered that ATO-W could fund the initial LPV approach, thereby providing a service that is currently non-existent for these airports. Remote altimeter would be used, and the approach minimums will be temporarily higher than minimums with AWOS. In the future, when funding is available, SBS would purchase and install the AWOS, as well as re-publish the LPVs, and the minimums would then be lowered. Dennis Parrish offered that Quinhagak would be interested in hiring their own weather observers to provide weather so Part 91 and Part 135 could fly into Quinhagak. Leonard Kirk stated that he felt the aviation companies at Quinhagak would be willing to do that in order to get an LPV, which would increase the probability that they could get into Quinhagak when needed. Wes Mooty asked industry to make the choice: do they want to wait until AWOS are installed and then get the LPV published, or go ahead and publish LPVs now, and when the AWOS are installed, then re-publish the LPV with higher minimums. Industry is to report back in May.

PBN – T&Q routes are still being worked and ATC is looking into putting together a small group from Oklahoma to help with the route development and submission request.

Surveillance Expansion – Flight checks are done on T&Q routes in SE. There is one area with a 36 second break in coverage for GA aircraft at about 120 knots. As of today ATC has coverage over all sites with the exception of the one 36 second break in service. Lari Belisle is working to re-write the details for bringing the JNU GBT's online with the safety office by the end of July. The intent is to generalize the procedures in order to make the procedures local, thus not having to get them approved time and again. Burn - in will start in August with a due date of September 23rd. Wes stated that the SBS program office is very much in support of having the GBT's around the terminal area in SE come on the glass and are working the local process for turning others on and getting them to the glass as well.

AIC Update – Tom George

Senate Bill No. 249 passed the House Finance Committee by a unanimous vote and was transmitted and signed by the Governor on April 9th. A public signing ceremony is planned for the Airmen's Trade Show in May. Greg Winegar from the State of Alaska's Division of Investments, is already working with Rich Sewell (DOT Planning), Tom George and Jim Cieplak on the regulations. Tom commented that the public really needs to be thinking about what they want to see in the regulations and use the public comment period to express this. It is hard to get things changed once they have been put into the regulations. The objective right now is to have the loan program ready to go by July 1st. Rich Sewell emphasized that the Governor's office understands that this funding is just a start and a good one.

AIC Outreach - Karen Casanovas (AACA Executive Director) attended the ATMAC meeting at Elmendorf, where she presented the AIC brief and will also be using the brief to give a presentation at the Aircraft Electronics Association in WA D.C.

The AIC continues to meet on a regular basis to strategize equipage funding opportunities, outreach opportunities and best business development practices

Navigational Services Update – JoAnn Ford

The following items were presented by JoAnn Ford in relation to Navigational Services.

- Current NAS LPV Totals

LPVs Published to non-ILS Runways	602
LPVs Published to ILS Runways	<u>449</u>
Cumulative LPVs Published to Date	1051

- LPVs Published to <250' Decision Altitude 14

- Update of Alaska WAAS Availability
 - Satellite Lease Status

- WAAS Predictive NOTAMs
- WAAS equipage in NAS/Alaska
- Cold Bay – Possible relocation of Cold Bay WAAS Ground Reference Station (GRS)

- Public Comment for Study on DFs in Alaska Closed March 31, 2008

Flight Standards Safety Initiatives in Alaska – David Karalunas

David went over traditional patterns of accidents in Alaska, and presented an overall brief that highlighted what the FAA's Regional Flight Standards Department considers targets of opportunity for increasing safety and reducing accidents with the busy summer flying season coming up. Some general statistics:

- Accidents are the same in number this year as last year.
- Part 91 makes up largest number of accidents in all of US.
- Part 135 is 30% on the national average, but in AK part 91 is down and part 135 is up. There is a lot of work to be done to reduce part 135 accidents.

The trend is heading back to the average number of accidents that has been typical for Alaska instead of coming down. Below are some of the efforts David talked about.

- See your CFI before you fly – encourages pilots who do not fly in the winter to fly with a Certified Flight Instructor (CFI) in a Medallion Simulator or training device before they start again in the spring.
- Meet with CFI's in Anchorage and Mat-Su Valley and encourage them to form an association similar to the existing groups in Fairbanks and Kenai. The existing groups give each other refresher training on a monthly basis.
- Conduct face to face contacts with pilots to share safety information
- Complete and implement the Alaska Air Tour Plan
- Anchorage Aircraft Certification Office will continue its outreach program.

David's full brief will be sent out with the April notes.

Round Table

- ADS-B Technologies is conducting a safety program and installing a GBT on Merrill Field. Can FAA/SBS provide technical contact for GBT that is going in on Merrill Field?
- Lari talked about the reduction of hours proposed by the Fairbanks ATC TRACON.
 - Class D airspace will remain the same
 - Traffic would be controlled by ANC during these hours
 - Tom George added that FAI ATC needs to get out and talk to the community regarding this.
- Dennis Parrish from ConocoPhillips presented a briefing which provided a general overview and an appreciation of the increasing demands which the development of new energy resources may place on the ATC system, as well as the airport infrastructure in Alaska.

Starting in 2008, ConocoPhillips will begin the "right-of-way" permitting process between the North Slope and the Canadian border for the Trans-Alaska Gas Line. This first year will not have a significant increase in aviation support. However, in 2009, the aviation activity will become more noticeable. The following five to six years after 2010 will result in a significant increase in all types of aviation support. Air traffic between Anchorage, Fairbanks, the North Slope, and south through Delta to the border will be significant. Another area of aviation activity is indicated by the recent

lease sale in the Chuckchi Sea. This area will be offshore long distance helicopter support to large oil platforms. The main support and infrastructure will be along the west coast of Alaska. Air traffic between the west coast of Alaska, the North Slope, Fairbanks, and Anchorage will substantially increase. This is a large oilfield which will result in a significant development program heavily dependant on aviation. Q Route development in all of these areas will facilitate the movement of air traffic, as well as provide the state and aviation users with another excellent source of income and increased economy.

Conclusion

The meeting was adjourned.